

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Green Township **CODE#** 061-31752

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9/11/08

CONTACT: Fred Schlimm **PHONE #** (513) 574-8832

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 598-3097 **E-MAIL** fschlimm@greentwp.org

PROJECT NAME: North Bend Intersections Improvements Project

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 642,912
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,285,825.50 **FUNDING REQUESTED:** \$ 642,912

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 642,912 **LOAN ASSISTANCE:** \$ _____
SCIP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.
RLP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program ☐ Small Government Program
☒ Local Transportation Improvements Program

OFFICE OF NEW BURLING
COUNTY ENGINEER
2008 SEP 19 AM 11:2

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ **RLP Loan** _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

TOTAL DOLLARS

\$ 1,285,825.00

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

Preliminary Design \$ _____ . 00

Final Design \$ _____ . 00

Bidding \$ _____ . 00

Construction Phase \$ _____ . 00

Additional Engineering Services \$ _____ 00.00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way \$ _____ 00.00

c.) Construction Costs:

\$ 1,285,825.00

d.) Equipment Purchased Directly:

\$ _____ 00.00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ 00.00

f.) Construction Contingencies:

\$ _____ 00.00

g.) TOTAL ESTIMATED COSTS:

\$ 1,285,825.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u> 642,913.50</u>	<u>50%</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER _____	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u> 642,913.50</u>	<u>50%</u>
d.) OPWC Funds		
1. Grant	\$ <u> 642,912.00</u>	<u>50%</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 642,912.00</u>	<u>50%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,285,825.50</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: North Bend Road Intersections Improvements Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

North Bend Road beginning at a point approximately 100' north of the centerline of Monfort Heights Drive and extending to a point approximately 300' south of the centerline of Boomer Road.

Monfort Heights Drive beginning at the intersection with North Bend Road and extending to a point approximately 290' west of the centerline of North Bend Road.

Boomer Road (west) beginning at the intersection of North Bend Road and extending to a point approximately 460' west of the centerline of North Bend Road.

Boomer Road (east) beginning at the intersection of North Bend Road and extending to a point approximately 165' east of the centerline of North Bend Road.

PROJECT ZIP CODE: 45247

B: PROJECT COMPONENTS:

The North Bend Road Intersections Improvements Project is the first of two improvement projects to be constructed over the next three years to address safety and congestion problems on North Bend Road between West Fork Road to the north and Boomer Road to the south. Green Township is teaming with ODOT to construct the improvements required in this area. Details of the Green Township project are to be found throughout the course of this application. A brief description of ODOT's project is necessary to understand the impact Green Township's project, scheduled for construction in 2009, will have on the overall traffic situation on North Bend Road. It should be noted, that while these two projects will work to address the problems that exist here, they are two separate projects.

In 2011 ODOT will construct improvements on North Bend Road beginning at the northern project limit of Green Township's project (just south of the I-74 overpass) to a point approximately 100' north of West Fork Road. This project is being funded under the Governor's "Hot Spots" Program, having qualified due to the number of vehicular accidents that have occurred here in recent years. Components of this project include adding an additional southbound lane on North Bend Road, intersection improvements at West Fork Road, creating a continuous right turn movement from North Bend Road to the eastbound I-74 entrance ramp, and the coordination of all traffic signals in this project area. These intersections have also been identified by OKI as a project that will greatly enhance safety in the OKI region.

Details of the Green Township phase of this project are as follows.

North Bend Road- Widening of roadway within entire project area.

Reconstruction of roadway using current pavement construction specifications of the Hamilton County Engineer, which will include the construction of additional traffic lanes, new curb and sidewalk and the installation of a traffic signal at the intersection of Monfort Heights Drive. See Additional Support Information for specific details.

Boomer Road- Widening of roadway within entire project area.

Reconstruction of roadway using current pavement construction specifications of the Hamilton County Engineer, which will include the construction of additional traffic lanes and new curb and sidewalk. See Additional Support Information for specific details.

Monfort Heights Drive- Widening of roadway within entire project area. Reconstruction of roadway using current pavement construction specifications of the Hamilton County Engineer, which will include the construction of additional traffic lanes, new curb and sidewalk. See Additional Support Information for specific details.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

North Bend Road- The project area is to be approximately 725' in length, beginning at a point approximately 100' north of the centerline of Monfort Heights Drive and extending to a point approximately 300' south of the centerline of Boomer Road. The pavement is constructed of asphalt with concrete curb. The surface course of pavement is approximately five years old, but the base course and road base are 25+ years old. At the present time North Bend Road varies in width from 35' at the intersection with Boomer Road to 45' at north of Monfort Heights Drive, with one north and south bound lane and left turn lanes at Boomer Road, Monfort Heights Drive and the entrance to St. Ignatius Church. Pavement width will vary from 36' to 56'.

When completed, this project will see additional lanes constructed throughout the project area.

- An additional 12' wide northbound lane for right turn traffic will be constructed beginning at Boomer Road and extending to the entrance of St. Ignatius Church and School.
- At the intersection of Boomer Road the northbound lanes will consist of one lane for left-turn movement onto westbound Boomer Road; a straight thru traffic lane for continuing northbound on North Bend Road; a right-turn lane for movement onto eastbound Boomer Road. All lanes to be 12' wide.
- At the intersection of Monfort Heights Drive north bound traffic will continue north in the designated straight thru traffic lane; a right-turn only lane will be constructed for motorists wishing access St. Ignatius Church and School; a left-turn only lane will be constructed for motorists wishing to turn onto Monfort Heights Drive. All lanes to be 12' wide.
- An additional 12' wide southbound lane will be constructed beginning at the present two-lane configuration just south of the exit ramp from westbound I-74 and extending to Boomer Road.
- At the intersection of Boomer Road the southbound lanes will consist of one lane for left-turn movement onto eastbound Boomer Road; a straight thru traffic lane for continuing southbound on North Bend Road; a right-turn lane for movement onto westbound Boomer Road. All lanes will be 12' wide.
- All intersection radiuses will be built to confirm to modern standards.

Boomer Road- The project area is to be approximately 580' in length, beginning at a point approximately Boomer 460' west of the centerline of North Bend Road and extending to a point approximately 160' east of the centerline of North Bend Road. The pavement is constructed of asphalt with concrete curb. The surface course of pavement is approximately five years old, but the base course and road base are 25+ years old. At the present time pavement width varies from 28' west of North Bend Road to 35' east of North Bend Road. Boomer Road west of North Bend Road within the project area begins as a two-

lane section until the intersection at North Bend where a three-lane section is present; one lane west bound; two lanes (straight/right & left-turn) eastbound. Three lanes are present within the project area east of North Bend Road: one lane eastbound; two lanes (straight/right & left-turn) westbound.

When completed the number of lanes at both the western and eastern intersections with North Bend Road will be the same as is present at this time, however, the lanes will be widened. All lanes on the western portion of Boomer will be widened to 12'. At the present time, lanes widths are 11'. Lanes on the eastern portion of Boomer will vary in width when reconstructed. The eastbound lane and the westbound straight/right turn lane to North Bend Road will be 14' wide to accommodate school bus traffic. The left turn lane will be 12' wide.

Monfort Heights Drive- The project area is to be approximately 260' in length. The pavement is constructed of asphalt with concrete curb. The surface course of pavement is approximately five years old, but the base course and road base are 50+ years old. Two lanes are present on Monfort Heights Drive at this time, one eastbound, one westbound. Each lane is 12' wide.

Completion of this project will see the addition of one lane on Monfort Heights Drive. The new configuration will include a 12' wide westbound lane; 12' wide straight/right lane; 12' wide left turn lane.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: 31,278 Year: 2007 Projected ADT: 40,000 Year: 2030

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 642,912.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 643,913.50

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	<u>8 / 8 / 07</u>	<u>10 / 1 / 08</u>
4.2	Bid Advertisement and Award:	<u>6 / 1 / 09</u>	<u>6 / 30 / 09</u>
4.3	Construction:	<u>8 / 1 / 09</u>	<u>12 / 15 / 09</u>
4.4	Right-of-Way/Land Acquisition:	<u>10 / 1 / 08</u>	<u>5 / 1 / 09</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER TITLE STREET CITY/ZIP PHONE FAX E-MAIL	Kevin T. Celarek Administrator 6303 Harrison Avenue Cincinnati, Ohio 45247 (513) 574-4848 (513) 598-3097 kcelarek@greentwp.org
5.2	CHIEF FINANCIAL OFFICER TITLE STREET CITY/ZIP PHONE FAX E-MAIL	Thomas J. Straus Fiscal Officer 6303 Harrison Avenue Cincinnati, Ohio 45247 (513) 574-4848 (513) 598-3097 tstraus@greentwp.org
5.3	PROJECT MANAGER TITLE STREET CITY/ZIP PHONE FAX E-MAIL	Fred B. Schlimm Jr. Director of Public Services 6303 Harrison Avenue Cincinnati, Ohio 45247 (513) 574-883 (513) 598-3097

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Kevin T. Celarek, Green Township Administrator

Certifying Representative (Type or Print Name and Title)

Kevin T. Celarek, Sept 15, 2008
Signature/Date Signed


ENGINEER'S ESTIMATE
North Bend Road, Boomer Road,
and Monfort Heights Drive

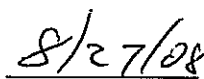
ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	COST
	BASE ITEMS				
201	Clearing & Grubbing	1	LS	\$ 7,500.00	\$ 7,500.00
202	Pipe Removed, 24" and under	910	F	\$ 8.00	\$ 7,280.00
202	Catch Basin/Inlet Removed	14	EA	\$ 300.00	\$ 4,200.00
202	Manhole Removed	3	EA	\$ 500.00	\$ 1,500.00
202	Walk Removed	1,062	SF	\$ 2.00	\$ 2,124.00
202	Curb Removed	2,234	F	\$ 3.50	\$ 7,819.00
202	Raised Pavement Marker Removed	37	EA	\$ 50.00	\$ 1,850.00
202	Concrete Drive Removed	202	SY	\$ 5.00	\$ 1,010.00
203	Excavation	2,795	CY	\$ 25.00	\$ 69,875.00
203	Embankment	340	CY	\$ 10.00	\$ 3,400.00
204	Subgrade Compaction	4,690	SY	\$ 1.00	\$ 4,690.00
253	Pavement Repair	500	SY	\$ 50.00	\$ 25,000.00
254	Pavement Planing	3,509	SY	\$ 2.00	\$ 7,018.00
301	Asphalt Concrete Base, PG 64-22	726	CY	\$ 110.00	\$ 79,860.00
301	Asphalt Concrete Base (Drives), PG 64-22	142	CY	\$ 200.00	\$ 28,400.00
304	Aggregate Base	565	CY	\$ 45.00	\$ 25,425.00
448	Asphalt Concrete Intermediate Course, Type 2, PG 64-22	476	CY	\$ 145.00	\$ 69,020.00
448	Asphalt Concrete Surface Course, Type 1H	327	CY	\$ 145.00	\$ 47,415.00
448	Asphalt Concrete Surface Course, Type 1, PG 64-22 (Drives)	57	CY	\$ 200.00	\$ 11,400.00
452	PPC Concrete Pavement (Drives)	146	SY	\$ 50.00	\$ 7,300.00
603	3" Roof Drain Pipe, PVC	8	F	\$ 15.00	\$ 120.00
603	6" Collector Pipe, 707.45	138	F	\$ 20.00	\$ 2,760.00
603	12" CL IV RCP, Type B, 706.02	372	F	\$ 60.00	\$ 22,320.00
603	12" CL V RCP, Type B, 706.02	45	F	\$ 100.00	\$ 4,500.00
603	15" CL IV RCP, Type B, 706.02	90	F	\$ 70.00	\$ 6,300.00
603	18" CL IV RCP, Type B, 706.02	379	F	\$ 85.00	\$ 32,215.00
603	21" CL IV RCP, Type B, 706.02	90	F	\$ 100.00	\$ 9,000.00
603	24" CL IV RCP, Type B, 706.02	183	F	\$ 120.00	\$ 21,960.00
604	CB 2-2A	1	EA	\$ 1,500.00	\$ 1,500.00
604	CB 2-2B	1	EA	\$ 1,500.00	\$ 1,500.00
604	CB 2-3	1	EA	\$ 4,000.00	\$ 4,000.00
604	CB 2-6 (modified)	1	EA	\$ 10,000.00	\$ 10,000.00
604	CB-3	10	EA	\$ 3,000.00	\$ 30,000.00
604	CB-3M	2	EA	\$ 4,000.00	\$ 8,000.00
604	CB-3MH	4	EA	\$ 5,000.00	\$ 20,000.00
604	MH-3	8	EA	\$ 4,500.00	\$ 36,000.00

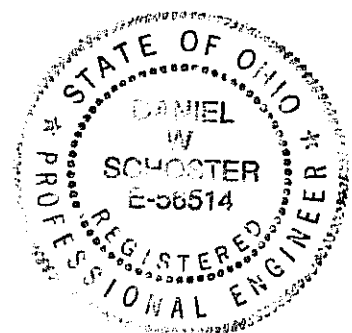
604	MH-3, 72" Base (modified)	1	EA	\$ 10,000.00	\$ 10,000.00
604	Manhole Reconstructed to Grade,	1	EA	\$ 1,200.00	\$ 1,200.00
	per MSD Acc. No. 49037				
SPL	Trench Drain, Neenah R-4990-CX,	36	F	\$ 150.00	\$ 5,400.00
	Type A, or Approved Equal				
605	6" Underdrains	1,727	F	\$ 10.00	\$ 17,270.00
608	Concrete Walk	4,960	SF	\$ 4.50	\$ 22,320.00
608	Asphalt Concrete Walk	160	SF	\$ 7.50	\$ 1,200.00
608	Curb Ramp, Design C	6	EA	\$ 350.00	\$ 2,100.00
608	Curb Ramp, Design E	5	EA	\$ 350.00	\$ 1,750.00
608	Concrete Steps	65	F	\$ 150.00	\$ 9,750.00
609	Curb, Type 6	2,915	F	\$ 10.00	\$ 29,150.00
609	Concrete Median	2	SY	\$ 150.00	\$ 300.00
614	Maintaining Traffic	1	LS	\$ 50,000.00	\$ 50,000.00
614	Work Zone Centerline, CL I	0.394	MI	\$ 3,500.00	\$ 1,379.00
614	Work Zone Lane Line, CL I	0.126	MI	\$ 2,500.00	\$ 315.00
614	Work Zone Channelizing Line, CL I	814	F	\$ 1.00	\$ 814.00
614	Work Zone Edge Line, CL I	0.012	MI	\$ 10,000.00	\$ 120.00
614	Work Zone Stop Line, CL I	259	F	\$ 3.00	\$ 777.00
614	Work Zone Crosswalk, CL I	762	F	\$ 1.50	\$ 1,143.00
614	Law Enforcement Officer with Patrol Car	200	HR	\$ 60.00	\$ 12,000.00
621	Raised Pavement Marker, 2-Way,	47	EA	\$ 35.00	\$ 1,645.00
	Yellow/Yellow				
621	Raised Pavement Marker, 2-Way, White-Red	41	EA	\$ 35.00	\$ 1,435.00
621	Raised Pavement Marker, 1-Way, White	4	EA	\$ 35.00	\$ 140.00
621	Raised Pavement Marker, 2-Way, Blue/Blue	2	EA	\$ 35.00	\$ 70.00
623	Construction Layout Stakes	1	LS	\$ 40,000.00	\$ 40,000.00
630	Sign, Flat Sheet	204	SF	\$ 13.00	\$ 2,652.00
630	Ground Mounted Support, No. 3 Post	603	F	\$ 5.50	\$ 3,316.50
630	Remove Ground Sign & Re-Erection	25	EA	\$ 50.00	\$ 1,250.00
630	Remove Ground Mounted Post Support	15	EA	\$ 20.00	\$ 300.00
	and Disposal				
630	Ground Mounted Support, No. 6 Post	28	F	\$ 12.00	\$ 336.00
632	JACOBS	2	EA	\$ 85,100.00	\$ 170,200.00
632					
632					
632					
642	Edge Line	0.012	MI	\$ 20,000.00	\$ 240.00
642	Lane Line	0.126	MI	\$ 4,000.00	\$ 504.00
642	Centerline	0.394	MI	\$ 3,000.00	\$ 1,182.00
642	Channelizing Line	814	F	\$ 1.00	\$ 814.00
642	Stop Line	259	F	\$ 3.50	\$ 906.50
642	Crosswalk Line	762	F	\$ 1.75	\$ 1,333.50
642	Transverse Line	332	F	\$ 2.00	\$ 664.00

642	Island Marking	72	SF	\$ 4.00	\$ 288.00
642	Parking Lot Stall Marking	468	F	\$ 2.50	\$ 1,170.00
642	Lane Arrow, 72"	34	EA	\$ 45.00	\$ 1,530.00
653	Topsoil, Furnished & Placed	285	CY	\$ 45.00	\$ 12,825.00
659	Seeding & Mulching	3,425	SY	\$ 2.00	\$ 6,850.00
SPL	Allen Block Retaining Wall, less than 3' in Height	150	SF	\$ 30.00	\$ 4,500.00
SPL	Erosion Control	1	LS	\$ 10,000.00	\$ 10,000.00
SPL	Undercut	1,200	CY	\$ 45.00	\$ 54,000.00
SPL	Relocate St. Ignatious Fire Supply Line Pit and Fire Hydrant	1	LS	\$ 10,000.00	\$ 10,000.00
SPL	Relocate St. Ignatious Electric	1	LS	\$ 5,000.00	\$ 5,000.00
SPL	Handicap Ramp Railing, 42" Height	90	F	\$ 60.00	\$ 5,400.00
		BASE		SUB-TOTAL	\$ 1,127,800.50
	SUPPLEMENTALS				
202	Pipe Removed	400	F	\$ 8.00	\$ 3,200.00
202	Concrete Drive Removed	80	SY	\$ 5.00	\$ 400.00
202	Walk Removed	200	SF	\$ 2.00	\$ 400.00
203	Excavation	500	CY	\$ 25.00	\$ 12,500.00
301	Asphalt Concrete Base, PG 64-22	150	CY	\$ 110.00	\$ 16,500.00
301	Asphalt Concrete Base, PG 64-22 (Drives)	75	CY	\$ 200.00	\$ 15,000.00
448	Asphalt Concrete Intermediate Course, Type 2, PG 64-22	95	CY	\$ 130.00	\$ 12,350.00
448	Asphalt Concrete Surface Course, Type 1H	65	CY	\$ 145.00	\$ 9,425.00
448	Asphalt Concrete Surface Course, PG 64-22 (Drives)	30	CY	\$ 200.00	\$ 6,000.00
452	PPC Concrete Pavement (Drives)	80	SY	\$ 50.00	\$ 4,000.00
603	15" CL IV RCP, Type B, 706.02	300	F	\$ 70.00	\$ 21,000.00
603	18" CL IV RCP, Type B, 706.02	100	F	\$ 85.00	\$ 8,500.00
604	CB-3	2	EA	\$ 3,000.00	\$ 6,000.00
608	Concrete Walk	1,000	SF	\$ 4.50	\$ 4,500.00
SPL	Undercut	850	CY	\$ 45.00	\$ 38,250.00
				SUB-TOTAL	\$ 158,025.00
				TOTAL	\$ 1,285,825.50

I hereby certify this to be an accurate estimate of
the proposed project. The useful life of this project
is 20 years.


Daniel W. Schoster, P.E.
JMA Consultants, Inc.


Date





Green Township Department of Public Services

Fred B. Schlimm Jr.

Director of Public Services

6303 Harrison Avenue • Cincinnati, Ohio 45247-7818

(513) 574-8832 • FAX (513) 598-3097 • E-mail: mainten@greentwp.org • www.greentwp.org

STATUS OF FUNDS REPORT

Project: North Bend Road Intersections Improvements Project

To Whom It May Concern,

Please allow this letter to certify that the sum of \$642,913.50 is available as the local matching funds in connection with the application for the State Capital Improvements Program and Local Transportation Improvement Program Funds for the project noted above. The source of the local match will be the Green Township T.I.F. Fund. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Thomas J. Straus
Green Township Fiscal Officer
Hamilton County, Ohio

Administration Offices:
6303 Harrison Avenue
Cincinnati, Ohio 45247-7818

(513) 574-4848
Fax: (513) 574-6260
E-mail: admin@greentwp.org
Website: www.greentwp.org



Board of Trustees:
Tracy Winkler, *Chairman*
Tony Upton, *Vice Chairman*
David Linnenberg, *Trustee*

Fiscal Officer:
Tom Straus

RESOLUTION #08-0908-D
DIRECTING THE DIRECTOR OF PUBLIC SERVICES TO APPLY FOR
FINANCIAL ASSISTANCE IN 2009 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 2009 Ohio Public Works Commission financial assistance through September 21, 2009; and

WHEREAS, the Director of Public Services feels the North Bend Road Intersection Improvement Project and Race Road/Harrison Avenue Intersection Improvement Project will qualify for financial assistance; and

WHEREAS, the Director of Public Services prepared the following project construction cost estimates:

<u>PROJECT NAME & STREET INCLUDED</u>	<u>EST.</u> <u>TWP.</u> <u>COST \$</u>	<u>EST.</u> <u>GRANT</u> <u>COST \$</u>	<u>EST.</u> <u>TOTAL</u> <u>COST \$</u>
North Bend Rd. Intersection Project	\$642,913.50	\$642,912	\$1,285,825.50
Race Rd. / Harrison Ave. Intersection Project	\$777,300	\$777,300	\$1,554,600

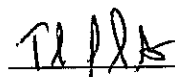
NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Director of Public Services to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of \$1,420,212 and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 8th day of September, 2008.

Mr. Linnenberg Yes Mr. Upton Yes Mrs. Winkler Yes

CERTIFICATE OF FISCAL OFFICER

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 8th day of September, 2008.



Thomas J. Straus
Green Township Fiscal Officer
Hamilton County, Ohio

Administration Offices:
6303 Harrison Avenue
Cincinnati, Ohio 45247-7818

(513) 574-4848
Fax: (513) 574-6260
E-mail: admin@greentwp.org
Website: www.greentwp.org



Board of Trustees:
Tracy Winkler, *Chairman*
Tony Upton, *Vice Chairman*
David Linnenberg, *Trustee*

Fiscal Officer:
Tom Straus

RESOLUTION # 08-1027 I

**DECLARING A COOPERATIVE AGREEMENT BETWEEN HAMILTON COUNTY
AND GREEN TOWNSHIP TO FACILITATE THE CONSTRUCTION OF
INFRASTRUCTURE IMPROVEMENTS FOR THE PROJECTS KNOWN AS THE
NORTH BEND ROAD INTERSECTIONS IMPROVEMENTS PROJECT AND THE
RACE ROAD & HARRISON AVENUE INTERSECTION IMPROVEMENTS PROJECT
IN GREEN TOWNSHIP, HAMILTON COUNTY, OHIO.**

BY THE BOARD:

WHEREAS, Hamilton County and Green Township desire to cooperate in the facilitation of the construction of improvements for the projects known as the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvement Project, located in Green Township, Hamilton County, Ohio; and

WHEREAS, Green Township agrees to make application to the Ohio Public Works Commission (OPWC) for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvement Project; and

WHEREAS, Green Township agrees to be the lead agent during the application process; and

WHEREAS, Green Township agrees to file the application with the OPWC for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvement Project.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby agrees to cooperate with the government of Hamilton County and to be the lead agent in the application process with the Ohio Public Works Commission for the construction of infrastructure improvements for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvement Project, located in Green Township, Hamilton County, Ohio.

ADOPTED AT THE REGULAR MEETING of the Board of Trustees of Green Township, Hamilton County, Ohio the 27th day of October, 2008.


Mr. Linnenberg Yes

Mr. Upton Yes

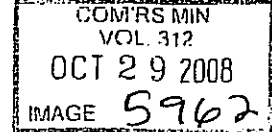
Mrs. Winkler Yes

CERTIFICATE OF FISCAL OFFICER

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 27th day of October, 2008

A handwritten signature in dark ink, appearing to read 'Th. Straus', is written over a horizontal line.

Thomas J. Straus
Green Township Fiscal Officer
Hamilton County, Ohio



RESOLUTION FOR THE PURPOSE OF HAMILTON COUNTY AND GREEN TOWNSHIP COOPERATING TO FACILITATE THE CONSTRUCTION OF INFRASTRUCTURE IMPROVEMENTS FOR THE PROJECTS KNOWN AS THE NORTH BEND ROAD INTERSECTIONS IMPROVEMENTS PROJECT AND THE RACE ROAD & HARRISON AVENUE INTERSECTION IMPROVEMENTS PROJECT IN GREEN TOWNSHIP, HAMILTON COUNTY, OHIO.

BY THE BOARD:

WHEREAS, it is desirable and in the public's interest for Hamilton County and Green Township to advance the development of improvement projects known as the North Bend Intersections Improvements and Race Road & Harrison Avenue Intersection Improvements Project, located in Green Township, Hamilton County, Ohio; and

WHEREAS, Hamilton County and Green Township desire to cooperate in the facilitation of the construction of improvements for the projects known as the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvements Project; and

WHEREAS, Hamilton County acknowledges that it is desirable and in the public's interest for Green Township to make application to the Ohio Public Works Commission (OPWC) for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvements Project; and

WHEREAS, Hamilton County acknowledges that it is desirable and in the public's interest for Green Township to be the lead agent during the OPWC application process; and

WHEREAS, the Board of Trustees of Green Township have passed a Resolution stating that Green Township agrees to cooperate with Hamilton County, be the lead agent and file the application with the Ohio Public Works Commission for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvements Project.

NOW, THEREFORE, BE IT RESOLVED that this Board of Hamilton County Commissioners of Hamilton County, Ohio hereby approve the adoption of this Resolution for the purpose of cooperating with Green Township and appointing Green Township as the lead agent to facilitate the filing of an application with OPWC and the construction of infrastructure improvements for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvements Project, located in Green Township, Hamilton County, Ohio.

BE IT FURTHER RESOLVED, that the Clerk of this Board is hereby directed to certify a copy of this Resolution to the County Engineer's Office.

ADOPTED AT THE REGULAR MEETING of the Board of County Commissioners of Hamilton County, Ohio the 29th day of October 2008.

Mr. DeWine ABSENT
EXCUSED

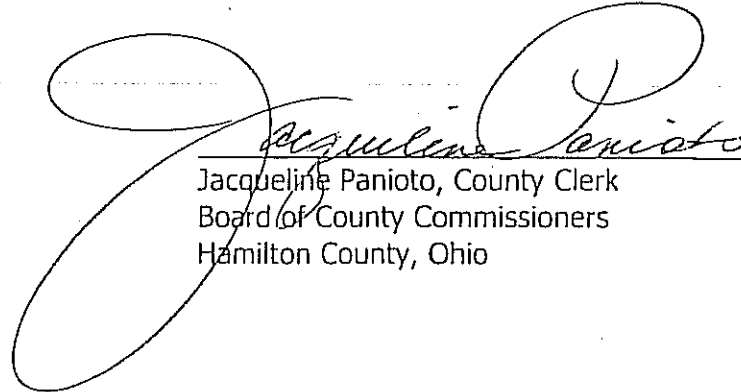
Mr. Pepper YES

Mr. Portune YES

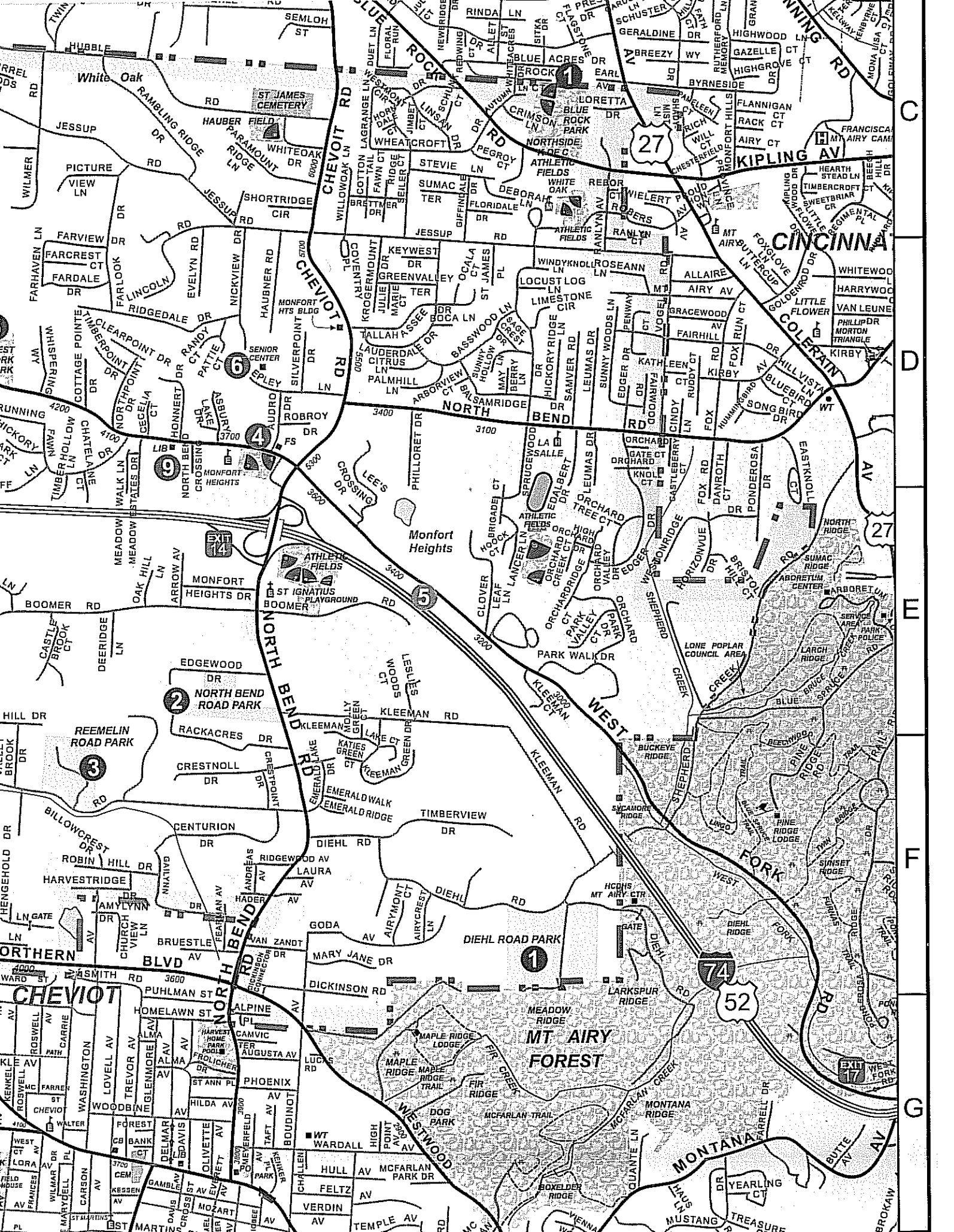
CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, State of Ohio, this 29th day of October, 2008.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the office of the Board of County Commissioners of Hamilton County, State of Ohio, this 29th day of October, 2008.



Jacqueline Panioto
Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio



4357 Harrison Avenue
Suite 100
Cincinnati, Ohio 45211
p. 513.721.5500
f. 513.721.0607

Principals:

John R. Goedde
William R. McCormick
Daniel W. Schoster
Jennifer L. Vatter
M. Doug Webster

CERTIFICATION OF TRAFFIC COUNTS

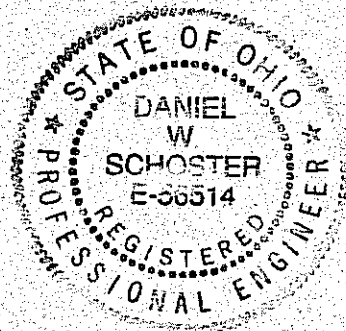
This is to certify that the intersection of Monfort Heights Drive and North Bend Road in Green Township has a daily traffic count of **30,395 vehicles per day** and the intersection of Boomer Road and North Bend Road in Green Township has a daily traffic count of **32,161 vehicles per day.**



Daniel W. Schoster, P.E.

9/16/08

Date Signed





OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 8 • 505 SOUTH STATE ROUTE 741 • LEBANON, OH 45036-9518
513-932-3030 or 1-800-831-2142 • FAX 513-932-9366

James G. Beasley, P.E.-P.S.
ODOT Director

• Ted Strickland
Ohio Governor

• Hans R. Jindal, P.E.
District 8 Deputy Director

September 16, 2008

Fred Schlimm, Director of Public Services
Green Township
6303 Harrison Avenue
Cincinnati, OH 45247

Re: IR 74/North Bend Project; PID #80067

Dear Fred:

I am writing to you as requested to provide an update on the ODOT project at IR 74 and North Bend.

The project is currently being designed. Funds have been allocated for design, right-of-way, and construction. The first stage of three in the design process has been completed. The right-of-way process is scheduled to begin March of 2009. The project has had a slight delay and the construction is scheduled to begin spring of 2011. There is a local match to this project that is being provided by the Hamilton County Engineer's Office. They are providing 10% of the project costs.

Just to reiterate, ODOT has funds committed to the project and is progressing with the design.

Respectfully,

Jay Hamilton, P.E.
District 8 Traffic Planning Engineer

JH:jh

c: Hamilton
Reading File

ANCHOR

PROPERTIES

September 17, 2008

Green Township
Department of Public Services
Attn: Mr. Fred Schlimm Jr.
6303 Harrison Avenue
Cincinnati, Ohio 45247

Dear Mr. Schlimm:

Anchor is writing to express our support for the "Boomer Road/Montfort Heights Drive/North Bend Road Intersection Improvement Project". We are currently contract purchasers of approximately 12 acres, situated immediately adjacent to the proposed road project. Our ability to successfully develop the property is directly related to the completion of the proposed project.

Our development site is currently approved for a 100,000 square Medical Office Building. Construction of a state-of-the-art medical facility could begin as early as the spring of 2009, assuming the road project is funded. The facility will provide medical options such as, imaging services, surgery services, primary care services and specialty medicine care. Other facilities and services will be included if warranted by the local marketplace. We will find it difficult to develop this site until the traffic congestion in this area and access to the site are improved. The proposed medical office building will benefit the community by:

Expanding quality healthcare opportunities in the immediate area,
Providing more than 200 new jobs to Green Township,
Generating critical tax revenues for Green Township and local schools.

The present configuration of streets at the interchange will not allow for our development to proceed successfully. Several physicians have expressed concerns that their patients will have a difficult time getting to our proposed facility under the present circumstances. For this reason we strongly support Green Township's efforts to apply for and obtain the necessary funding for this project.

Sincerely,



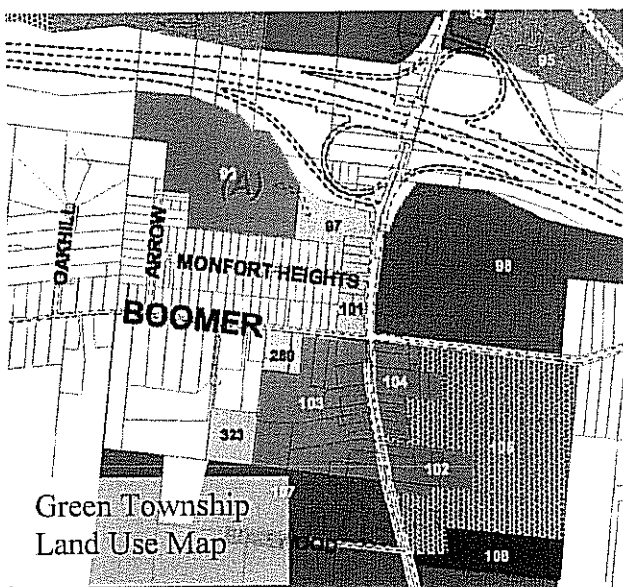
Steven J. Hemberger

GREEN TOWNSHIP
DEPARTMENT OF DEVELOPMENT & PLANNING
SEPTEMBER 4, 2008

From: Adam Goetzman
To: Fred Schlimm
Copy: Trustees & File

**Subject: Boomer/Monfort Heights/North Bend Intersection Improvement Project
Development Impact**

Proposed roadway and intersection improvements in the vicinity of the I-74 North Bend Road Interchange are critical for the orderly redevelopment of surrounding area. North Bend Road is an emerging development corridor in the eastern portion of Green Township. Intersection improvements at the Boomer and Monfort Heights intersections with North Bend Road will facilitate development and re-development in the immediate area. The area is designated for a mix of commercial retail and office uses on the adopted Green Township Land Use Plan (LUP). The area south of I-74 is currently



designated for a mix neighborhood retail, office, institutional and multi-family land uses (*left*), these uses have largely been unrealized due to a lack of adequate sanitary sewer service and traffic issues in the immediate intersection area. In 2006 sanitary sewers service was expanded south of I-74, when an antiquated package plant was replaced by a gravity main extension feeding the Metropolitan Sewer District (MSD) in Miamitown. While expanded availability of sewer service in the area has drawn the attention of the development community to the area, traffic considerations have greatly limited the ability of the area to redevelop. In anticipation of planned roadway improvements in the North Bend Road interchange area, an approximately 12-acre office site is being considered for development. Located immediately west of existing retail uses on North Bend Road (*Bob Evans & BP*) the site (A), a portion

of which contains ground vacated when the package sewer plant was abandoned, was approved in September of 2008 for a 100,000 square foot medical office building (MOB). Without the proposed road improvements it is doubtful whether the project will proceed as planned. The Township and the developer are currently negotiating for the formation of Joint Economic Development District (JEDD) on the property. Once approved, the JEDD will provide a sustainable revenue stream for the Township if the project is constructed. The MOB project is projected to create over 240 new jobs in the Township. The project will expand the access of Green Township residents to specialized and general healthcare options. The proposed road improvements are an integral part of the success of the proposed MOB. Without the improvement, including the upgrade of the Monfort Heights North Bend intersection, access to the site will be less than desirable, having a negative impact on the underlying marketability of the site. The proposed improvements will widen and align Monfort Heights Drive with the entrance to the church/school opposite the intersection creating a safer more visible access to the proposed office site. The success of this initial site will have a profound effect on other undeveloped parcels in the immediate area; it will act as a catalyst for other office projects on those sites, helping to ensure that the Township's vision of quality office development on the North Bend Road corridor is realized.

Existing Conditions

The intersection of *North Bend Road & Boomer Road* is a signalized intersection. The north and south legs of the intersection (North Bend) have an exclusive left turn bay. The west leg of Boomer Road consists of one shared lane for all movements. The east leg has a left-turn/through lane and a right-turn lane. The existing traffic signal is a span wire type installation with 12" vehicular traffic signals. Signing and pavement markings are in fair condition. Average daily traffic approaching this intersection is approximately 30,300 vehicles per day.

The intersection of *North Bend Road & Monfort Heights Drive* is an unsignalized "T" intersection with a stop-controlled approach on Monfort Heights Drive. The north leg of the intersection (North Bend) has an exclusive left turn bay. The west leg (Monfort Heights) consists of one shared lane for all movements. Signing and pavement markings are in fair condition. Average daily traffic approaching this intersection is approximately 30,400 vehicles per day.

Recommended Improvements

1.1) Provide two southbound lanes on North Bend Rd from Monfort Heights Drive to Boomer Rd
This segment of North Bend Road is currently lacking in sufficient capacity necessary for the amount of traffic utilizing the roadway. Only one southbound lane exists between the I-74 overpass and Boomer Road, causing vehicles to queue north beyond this segment. Providing an additional southbound lane relieves some of this traffic congestion, and with a heavy southbound right turn movement at Boomer Road this additional lane will terminate at Boomer as a right-turn only lane.

1.2) Provide two northbound lanes on North Bend Rd from Boomer Rd to St. Ignatius Drive
Similar to recommendation #1, this segment of North Bend Road is currently lacking in sufficient capacity necessary for the amount of traffic utilizing the roadway. Only one northbound lane exists between Boomer Road and just south of the I-74 overpass, causing vehicles to queue to the south. Providing an additional northbound lane relieves some of this traffic congestion.

1.3) Provide a left-turn lane on the westbound and eastbound approach of Boomer Road
Westbound Boomer Road currently maintains a left-turn/through lane and a right-turn lane. Eastbound Boomer Road currently maintains a shared left-thru-right lane. Separating out the left-turn and through movements into their own lanes should increase capacity for both approaches.

Table 1 demonstrates the Level of Service changes from the existing to the proposed conditions for the intersection of North Bend Road & Boomer Road. Table 2 demonstrates the level of service changes from the existing to the proposed conditions for the intersection of North Bend Road & Monfort Heights Drive. The existing condition is a "T" intersection, while the proposed condition includes the realignment of the St. Ignatius driveway. In addition, a traffic signal will be added to the intersection to aid in the movement of traffic. All traffic signals along the corridor will be interconnected to coordinate the traffic signals and move traffic through the corridor more efficiently.

The analysis was completed using ODOT Certified Traffic for the 2008 and 2030 conditions. From the analysis, it can be seen that the intersection of North Bend Road & Boomer Road operates at a poor level of service. Following the construction of the proposed improvements the intersection operates at an acceptable level of service with the 2030 traffic.

Table 1: Intersection Capacity Analysis

Location	Scenario	AM Peak Hour (LOS/Delay)		PM Peak Hour (LOS/Delay)	
		Opening Year	Design Year	Opening Year	Design Year
		2008	2030	2008	2030
North Bend Road @ Boomer Road	No Build	E/57.0	F/85.5	F/83.6	F/122.2
	Build	C/31.6	D/42.7	C/26.4	D/39.3

Table 2: Intersection – Monfort Heights & North Bend Road

Location	Scenario	AM Peak Hour (LOS/Delay)		PM Peak Hour (LOS/Delay)	
		Opening Year	Design Year	Opening Year	Design Year
		2008	2030	2008	2030
EB	No Build	F/663.5	F/623.3	F/1529	F/1754
	Build	C/33.9	C/33.9	C/34.9	C/34.9
WB	No Build				
	Build	C/34.4	C/34.4	C/33.8	C/33.8
SB	No Build				
	Build	C/20.6	C/20.6	C/30.3	C/30.9
NB	No Build	B/12.0	B/11.9	B/14.1	B/14.2
	Build	C/23.6	C/23.6	C/32.8	C/33.5

Conclusions and Recommendation

The basic purpose of this study was to justify the installation of a new traffic signal on North Bend Road at the intersection of Monfort Heights Drive in Green Township. Considering the discussion and analysis contained in this report, we offer the following recommendations:

- 1) Install a new traffic signal at the North Bend Road and Monfort Height Drive intersection.
- 2) The signal shall be coordinated and optimize in a signal system, due to the close proximity to other signals.
- 3) The signal designs will meet the standards outlined by the Ohio Department of Transportation and accepted by the Hamilton County Engineers Office.
- 4) Based on communication with the Hamilton County Engineers Office, the signal should not be installed until development plans for the 10-acre site has been defined in terms that are more specific and an "opening day" can be forecasted with confidence.

COUNTY & TOWNSHIP INTERSECTIONS

2007 INTERSECTION CRASHES TOP TEN

2007 RANK	INTERSECTION	CRASH #S	INJ.	INJ. TYPE	FATAL	PED.	06/07 VARY	2006 RANK
#1	Kenwood & <u>Orchard</u>	17	0	0	0	0	+3	#2
#2	Harrison, <u>Hearne & Kohl's</u>	12	1	1	0	0	-4	#1
#2	Winton, <u>Cloverview & Kroger</u>	12	0	0	0	0	+2	#4
#2	Kenwood/ <u>St.Vincent & Plaza</u>	12	1	1	0	0	+6	#6
#3	Poole & <u>Roundtop</u>	10	0	0	0	0	+8	NR
#4	Cheviot & <u>Epley</u>	9	1	1	0	0	+8	NR
#4	Werk & <u>Picwood</u>	9	1	1	0	0	+1	NR
#5	Winton & <u>Cherry Blossom</u>	8	0	0	0	0	+5	NR
#6	North Bend & <u>Monfort Heights</u>	7	0	0	0	0	+2	NR
#6	Harrison, <u>Church & Grace</u>	7	2	2	0	0	+4	NR
#6	Neeb, <u>Antoninus & Beechgrove</u>	7	2	2	0	0	+1	NR
#7	Fields Ertel & <u>Waterstone & Kohl's</u>	7	0	0	0	0	+1	#5
#6	Winton, Lakeview & Valleyview	7	1	1	0	1	-4	#3
#6	Winton & <u>Hempstead</u>	7	0	0	0	0	+1	#6
#7	Clough & <u>Fox Hollow</u>	6	2	1	0	0	-4	#4
#7	Delhi, <u>Glen Oaks & Kroger</u>	6	0	0	0	0	+1	#8
#7	Galbraith, <u>Mockingbird & Nieman</u>	6	4	3	0	0	+3	NR
#7	Harrison, <u>Eaglesnest & Bluesky</u>	6	0	0	0	0	+2	NR
#7	Cheviot & <u>Oakmeadow</u>	6	0	0	0	0	+4	NR
#7	Pippin & <u>Merriway</u>	6	0	0	0	0	+4	NR
#7	Fields Ertel & <u>Royal Pointe</u>	6	0	0	0	0	+3	NR
#8	Mason Montgomery & <u>Gov.'s Hill</u>	5	1	1	0	0	+2	NR

COUNTY INTERSECTIONS

2007 INTERSECTION CRASHES GREEN TOWNSHIP

2007 RANK	INTERSECTION	CRASH #S	INJ.	INJ. TYPE	FATAL	PED.	06/07 VARY	ADT
#1	Harrison & Race	22	7	4	0	0	-4	41,481
#2	Harrison, Johnson & Wesselman	15	5	4	0	0	+5	41,481
#3	Cheviot & Jessup	14	0	0	0	0	+3	32,607
#4	Harrison, Filview Circle & Cinema	13	3	3	0	0	+5	33,995
#5	Harrison, <u>Hearne & Kohl's</u>	12	1	1	0	0	-4	33,677
#5	Werk & Westbourne	12	0	0	0	0	-15	47,951
#5	Cheviot & North Bend	12	2	2	0	0	+3	40,141
#5	Harrison & Sheed	12	0	0	0	0	-3	20,164
#6	North Bend & Westwood Ntrhn Blvd	11	2	2	0	0	-1	31,032
#7	North Bend & West Fork	10	0	0	0	0	-3	43,011
#7	Anderson Ferry & Cleves Warsaw *	10	2	1	0	0	+2	24,823
#7	Neeb & Sidney	10	0	0	0	0	+3	14,956
#8	Cheviot & <u>Epley</u>	9	1	1	0	0	+8	28,726
#8	Werk & <u>Picwood</u>	9	1	0	0	0	+1	No Count
#9	North Bend & <u>Monfort Heights</u>	7	0	0	0	0	+2	30,395
#9	Anderson Ferry & Julmar	7	0	0	0	0	+4	16,569
#9	Harrison, <u>Church & Grace</u>	7	2	2	0	0	+4	10,954
#9	Neeb, <u>Antoninus & Beechgrove</u>	7	2	2	0	0	+1	No Count
#10	North Bend & Boomer	6	1	1	0	0	-2	32,161
#10	Ebenezer & Werk	6	0	0	0	0	-7	28,224
#10	Rybolt & Taylor	6	0	0	0	0	-1	10,844

Note: NR = Not Ranked Underlined = Township Road * = Also listed in Delhi Township



Green Township Police Department

BART W. WEST / CHIEF OF POLICE

6303 HARRISON AVENUE
CINCINNATI, OHIO 45247-6498

OFFICE: (513) 574-0007 • FAX: (513) 574-9919

TO: Fred Schlimm, Director of Public Services
FROM: Bart West, Police Chief *BW*
DATE: September 16, 2008
SUBJECT: Proposed Improvements to North Bend /Boomer/Monfort Hts.

As you know, the area of North Bend Rd. between Monfort Heights Dr. and Boomer Rd. has been in urgent need of improvement for some time. Both intersections have a high accident rate and the traffic congestion in the area is considerable.

Without modification, the situation will soon get much worse. A 100,000 square foot medical office complex will soon be built near the I-74/North Bend Rd. interchange and will be accessed via Monfort Heights Dr. In addition, the State of Ohio has scheduled major improvements for North Bend Rd. just north of the area in question.

Without improvement, gridlock will occur as traffic will have a hard time accessing North Bend Rd. from both Boomer Rd. and Monfort Heights Dr. Also, the state-planned improvements to North Bend at I-74 will be rendered ineffective for southbound traffic as traffic will not flow as it reaches the bottleneck near Monfort Heights Dr.

After reviewing the plans you have drafted, I am confident that the proposed modifications will:

1. Reduce the high accident rate in the area.
2. Improve traffic flow in both directions on North Bend Rd., as well as on Monfort Heights Dr. and Boomer Rd.
3. Allow ingress and egress from the new medical office complex on Monfort Heights Dr.
4. Improve safety and movement for pedestrians, school buses and other vehicles at St. Ignatius Church/School.

Thanks for your efforts to improve this dangerous and frustrating area of our community.



GREEN TOWNSHIP FIRE & EMS

6303 Harrison Avenue, Cincinnati, OH 45247

Phone: (513) 574-0474 Fax: (513) 574-8607

E-mail: fire@greentwp.org Website: www.greentwp.org

Douglas J. Witsken, Fire & EMS Chief

To: Fred Schlimm, Director of Public Services
From: Chief Douglas J. Witsken
Date: September 12, 2008
Subject: **Boomer Road and North Bend Road Intersection Improvement Plans**
Monfort Heights Drive and North Bend Road Intersection Improvement Plans

I have reviewed the drawings for the proposed intersection improvements at Boomer Road and North Bend Road coupled with the intersection improvements at Monfort Heights Drive and North Bend Road.

I am pleased to see this project proposed, as both intersections have been problematic from the perspective of the Department of Fire & EMS. We have two major problems with the intersections:

1. These intersections can not handle the volume of traffic that must pass through them. Consequently, traffic backs up significantly and creates a constant log-jam to traffic flow. Passing through these intersections with emergency vehicles is difficult at best, and our response times to emergencies are delayed when we pass through these intersections. The fact that these intersections are close in proximity makes the situation even worse.
2. The number of accidents at these intersections – there were 13 accidents at these intersections last year. Our department responds to the accidents that involve injuries, and we have seen plenty of those type accidents over the years.

Thank you for the opportunity to review the drawings - I strongly support your efforts to secure funding for these intersection improvements. This project will undoubtedly improve public safety in this area of Green Township.

Chief Douglas J. Witsken
Green Township Fire & EMS

Schlimm, Fred

From: Tim Reilly [reilly_t@yahoo.com]
Sent: Tuesday, September 16, 2008 12:00 PM
To: Schlimm, Fred
Subject: Sidewalks!

Dear Fred,

Here at St. Ignatius School we are looking forward to the improvements in North Bend Road and the intersections near school. I believe the plan will dramatically improve vehicular safety and flow. I am writing to ask you to keep pedestrian safety a top priority.

You may know St. Ignatius School enrollment is just shy of 1000 student in kindergarden to eighth grade. (That makes us the largest K-8 school- public or non public- in the state of Ohio.) Along with the parish offices we employ just over 100 people. We attract large numbers of community members for works and athletic events. The lack of sidewalks is a major concern. Our students do not receive busing to school unless they are more than one mile from school (Northwest Schools and Cincinnati Public Schools) and two miles from school in other cases (Oak Hills District).

The blessing of the traffic congestion that we now have is that it keeps the traffic moving slowly! We currently discourage all students from walking, but many have no choice. Will the smooth vehicular traffic decrease the safety of our students? Let's not take a chance! Let's plan on taking advantage of the construction to improve their safety. Please consider adding sidewalks on both sides of North Bend to the improvement plan.

If I can be of any help in planning or implementing the project, please do not hesitate to let me know. Thanks for all you do to make Green Township a great place to live, work and learn!

Best regards,
Tim Reilly
Principal

HEALTH

ATTACHMENTS & ADDITIONAL SUPPORT INFORMATION



Ohio • Kentucky • Indiana
Regional Council of Governments

September 11, 2008

Mr. Fred B. Schlimm Jr.
Director of Public Services
Green Township

RE: air quality impact of North Bend intersection improvement project

Dear Mr. Schlimm,

The OKI region, which includes Hamilton County, currently does not meet federal air quality standards for ozone and fine particulates (PM_{2.5}). The reduction in vehicle emissions is an important component of state and local efforts to meet those standards.

The data that you provided to OKI shows that the North Bend Road project will improve level-of-service and decrease peak period vehicle delay at the Boomer Road intersection. At this intersection, level-of-service is expected to improve from E to C during the AM peak period and from F to C during the PM peak period. Vehicle delay is expected to be reduced by 25 seconds during the AM peak and 57 seconds during the PM peak. No significant change in level-of-service is expected at the Monfort Heights Drive intersection. Similar intersection improvement projects in the region have been shown to result in decreased vehicle emissions of ozone precursors such as volatile organic compounds (VOC) and oxides of nitrogen (NO_x), as well as PM_{2.5}.

It is expected that the delay reductions associated with this transportation improvement project on North Bend Road will lead to decreased vehicle emissions and contribute to the attainment of federal air quality standards.

If you need any additional information, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Reser". The signature is fluid and cursive, with the first name "Andrew" and last name "Reser" clearly distinguishable.

Andrew Reser
Model Applications Coordinator

Christine L. Matacic
President


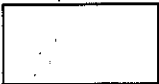
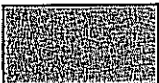









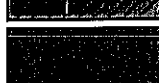




Mark R. Polcinski
Executive Director

ECONOMIC GROWTH

ATTACHMENTS & ADDITIONAL SUPPORT INFORMATION



Land Use Designations

	Rural Residence
	Single Family Residence
	Transitional Residence
	Single Family Cluster
	Attached Single Family
	Multi-Family Residence
	Special Purpose Residence
	Transitional Mixed Use
	General Office
	Retail - Neighborhood
	Retail - General
	Planned Mixed Use Employment
	Industry - Light
	Industry - Heavy
	Public, Semi-Public, Institutiona
	Green Space & Agriculture
	Utility

ADDITIONAL SUPPORT INFORMATION

For Program Year 2009 (July 1, 2009 through June 30, 2010), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

North Bend Road- The pavement surface of North Bend road is in good condition, having been resurfaced roughly three to five years ago. Crack sealing is all that is required at this time. The base course of asphalt and the road base have not been repaired in 25+ years according to officials at the Hamilton County Engineer's office. Base failures were present prior to resurfacing, but were not addressed when this road was resurfaced.

Boomer Road- The western leg of Boomer Road was resurfaced in the last three years and the pavement surface is in good condition. At this time, crack sealing is the only maintenance practice needed here. The eastern leg of Boomer Road was resurfaced five to seven years ago. The pavement surface is scarred from vehicles bottoming out in the eastbound lane at the intersection with North Bend Road. Pavement surface cracking is evident, as is rutting from the numerous school busses that use this leg of Boomer to access St. Ignatius School.

Monfort Heights Drive- Monfort Heights Drive was resurfaced three years ago. The condition of this street is good.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

In 2007 there were 13 recorded accidents within the project area. At the intersection of North Bend at Monfort Heights there were 7 recorded accidents. The majority of these accidents were side

impact in nature resulting from motorists attempting to turn left onto Monfort Heights Drive or the entrance to St. Ignatius Church. These type accidents will be eliminated with the installation of the traffic signal at this intersection. At the intersection of North Bend Road at Boomer Road there were 6 recorded accidents. The majority of these accidents were side impact in nature resulting from motorists attempting to turn left onto Boomer Road. These type accidents will be eliminated with the installation of a designated left turn traffic signal at this intersection.

The proximity of St. Ignatius Church and School to the project area and the lack of sidewalk in this area creates a potentially hazardous condition for students and parishioners. The construction of sidewalks as part of the reconstruction of the project area will greatly enhance safety for students and pedestrians in general.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Improvements in LOS, enabling a significant decrease in the amount of congestion in the project area, will markedly improve air quality for motorists, residents & pedestrians and school students at St. Ignatius. Please see the letter from Andy Reser of OKI in which he documents the improvements to result upon completion of this project.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 North Bend Road Intersections Improvements Project

Priority 2 Race Road & Harrison Avenue Intersection Improvements Project

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

Not Applicable

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on economic growth _____

An approximately twelve acre tract of land lies off of Monfort Heights Drive behind the Bob Evans Restaurant and BP Station on North Bend Road. A zone change has just been approved for this parcel to make way for development of a 100,000 square foot medical office complex. As indicated in the letter from the developer of this site, the construction of this medical facility hinges upon the installation of the traffic signal to be installed on North Bend Road at Monfort Heights Drive. This letter can be found with other attachments towards the end of this application packet. Not only will this medical facility create 240 permanent jobs in Green Township, but will also increase revenue for the Township. The parcel to be developed is a TIF parcel. Improvements to this property will generate thousands of dollars of additional tax revenue for Green Township as well and the Northwest School District. In addition, this project lies within a proposed Joint Economic Development District (JEDD) to be established by Green Township and the City of Cheviot. Employees of this facility will pay an earnings tax that will generate hundreds of thousands of dollars of revenue to be split between Green Township and Cheviot. Green Township has identified several other large tracts of land to the east and the south of the project area as being ideal for development for general office. Our Land Use Plan map demonstrates this. A copy of this map is found with other attachments towards the end of this application. Current traffic problems are making developers leery of developing these sites. The improvements to be realized with construction of this project will greatly enhance the attractiveness of these parcels.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 29, 2008 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Not Applicable

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

At the present time, the geometry of the intersections in the project area is rated as functioning at a poor level of service. Documentation from the consulting engineer who conducted the traffic study here is attached towards the rear of the application.

Conditions on North Bend Road at Boomer Road that contribute to the failed rating at this intersection include the lack of a designated right turn lane at for southbound North Bend Road onto westbound Boomer Road. This contributes to lengthy backups as vehicles wishing to turn onto Boomer Road are held up in traffic if one vehicle wishing to continue straight on North Bend Road is stopped t a red light. This also contributes to problems on Monfort Heights Drive which is used as a cut through by many right turn motorists. This intersection radius here does not meet current standards and is another contributing factor to delays. This is true as trucks and school busses cannot negotiate the right turn from North Bend onto Boomer when traffic is stopped at the traffic light on Boomer. Widening this intersection to current standards will alleviate this problem.

The lack of a designated right turn lane for eastbound Boomer Road and at the entrance to St. Ignatius Church and School causes lengthy back ups in the northbound lane of North Bend Road during AM peak hours and in early PM peak hours. School busses, which have a difficult time making the right turns into these intersections, are the main problem here, delaying the progress of vehicles wishing to continue straight on North Bend. The addition of the right turn lane for northbound North Bend will eliminate these backups.

The intersection radius at the eastern leg of North Bend and Boomer does not meet current standards and is another contributing factor to delays. This is true as trucks and school busses have much difficulty negotiating the right turn from North Bend onto Boomer when traffic is stopped at the traffic light on Boomer. Widening this intersection to current standards will alleviate this problem.

Insufficient lane widths on the eastern leg of Boomer Road prove especially problematic for school busses and trucks. Negotiating turns onto eastbound Boomer is difficult for these large vehicles. The same is true for large vehicles wishing to turn from this leg of Boomer onto North Bend Road. Widening this leg of this intersection will alleviate these delays.

The lack of a traffic signal at the intersection of Monfort Heights Drive and the entrance to St. Ignatius causes this area to be unsafe and to operate at an insufficient capacity twice daily during the school year, during weekend mass times, and for any event held on the parish grounds. Police officers must direct traffic on Saturday afternoons and Sunday mornings for mass times. The delays that result from these officers stopping traffic on North Bend to allow motorists to turn left into St. Ignatius or to leave the grounds of St. Ignatius can be significant. For Monfort Heights Drive motorists, this intersection is especially problematic for motorists wishing to turn left onto

North Bend Road. This is a nearly impossible task during AM and PM rush hours. The North Bend Road Intersections Improvements Project will see a traffic signal installed at a newly realigned intersection. The driveway for St. Ignatius will be reconstructed to align with Monfort Heights Drive. The installation of the traffic signal will enable motorists from Monfort Heights Drive and St. Ignatius to access North Bend Road much safer and efficiently. The need for traffic officers at mass and special event times at St. Ignatius and the delays they create will be eliminated with completion of this project.

The improvements planned here will also address future needs of the area. The construction of a 100,000 sq. ft. medical office complex off of Monfort Heights Drive would greatly complicate traffic conditions here if not for these improvements being constructed in advance of that facility's opening. Widening the intersection of Monfort Heights Drive at North Bend Road in advance of the opening of this facility will ensure that the additional traffic generated by this development will not exacerbate current conditions.

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the current edition of the Highway Capacity Manual.

North Bend & Boomer Road AM Peak

<u>No Build</u>	<u>Proposed Geometry</u>
Current Year LOS <u>E/57.0</u>	Current Year LOS <u>C/31.6</u>
Design Year LOS <u>F/85.5</u>	Design Year LOS <u>D/42.7</u>

North Bend & Boomer Road PM Peak

<u>No Build</u>	<u>Proposed Geometry</u>
Current Year LOS <u>F83.6</u>	Current Year LOS <u>C/264</u>
Design Year LOS <u>F/122.2</u>	Design Year LOS <u>D/39.3</u>

Please see attachment towards the rear of this application package for additional information on LOS, including at the intersection of Monfort Heights Drive.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

- a.) Are preliminary plans or engineering completed? Yes x No _____ N/A _____
- b.) Are detailed construction plans completed? Yes x No _____ N/A _____
- c.) Are all utility coordination's completed? Yes x No _____ N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No x N/A _____

If no, how many parcels needed for project? 18 Of these, how many are: Takes 11

Temporary 7

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Green Township is presently in the process of selecting a consultant to handle all right-of-way acquisition for this project. Preliminary negotiations with most of the larger entities from whom right-of-way will need to be acquired, such as St. Ignatius, BP and Bob Evans have taken place.

- e.) Give an estimate of time needed to complete any item above not yet completed. 8 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The project area lies less than a tenth of a mile from exit and entrance ramps for eastbound and westbound I-74. North Bend Road is a major arterial roadway in western Hamilton County and is the main route utilized by motorists from north and central Green Township, the City of Cheviot, and southern Colerain Township for access to I-74 and the numerous schools, and businesses located in the general area.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

Not Applicable

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 31,278 X 1.20 = 37,534 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Green Township Street Levy (.5 mill)

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010**

NAME OF APPLICANT: _____

GREEN TOWNSHIP

NAME OF PROJECT: _____

NORTH BEND INTERSECTION IMPROVEMENT

RATING TEAM: _____

4

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- ☒ 0 - Good or Better

Appeal Score _____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact
- Ex. L + turn lanes

Rate

Add walk

Mt - .63

Beemer - .51
- Appeal Score
-

Criterion 2 – Safety
The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact
- Appeal Score
-

Criterion 3 – Health
The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?
Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower
- Appeal Score
-

Criterion 4 – Jurisdiction's Priority Listing
The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

- 10 - Less than 10%
- 9 - 10% to 19.99%
- 8 - 20% to 29.99%
- 7 - 30% to 39.99%
- 6 - 40% to 49.99%
- 5 - 50% to 59.99%
- 4 - 60% to 69.99%
- 3 - 70% to 79.99%
- 2 - 80% to 89.99%
- 1 - 90% to 95%
- 0 - Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 - The project will directly secure new employment
- 5 - The project will permit more development
- 0 - The project will not impact development

Appeal Score

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development ~~to what extent~~?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees ~~to the project~~. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

- 10 - 50% or higher
- 8 - 40% to 49.99%
- 6 - 30% to 39.99%
- 4 - 20% to 29.99%
- 2 - 10% to 19.99%
- 0 - Less than 10%

List total percentage of "Local" funds 50 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – **OTHER**

List total percentage of “Other” funds 0 %

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage
_____%
_____%
_____%
_____%
_____%

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
0 - Project design is for no increase in capacity.

Does analysis include
Projected Traffic from
Development?

Appeal Score

Criterion 9 – Alleviate Capacity Problems
The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:

Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
- 3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
- 0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

- 10 - Major Impact
- 8 - Significant Impact
- 6 - Moderate Impact
- 4 - Minor Impact
- 2 - Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 – Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 30,000 or more

Appeal Score

8 - 21,000 to 29,999

6 - 12,000 to 20,999

4 - 3,000 to 11,999

2 - 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.